Projected Works.—Advertisements have been issued for tenders, by a date not specified, for the erection of industrial schools, &c., in St. Pancras parish; by 1st October, for rebuilding Great Shelford Vicarage; by 22nd inst., for the erection of a new school-house, with boundary wall, at Godmanchester; by 6th October, for the works connected with the building of a bank and dwelling-house, at Carlisle; by 26th inst., for the erection of schools, dormitories, workshops, &c., for 600 children, at Penge, Surrey; by 27th, for 1,800 tons of rails, 700 tons of chairs, and 60,000 sleepers, &c., for the Birkenhead, Lancashire, and Cheshire Railway; by 1st October, for the supply of flints, whinstone, granite, &c., for St. George the Martyr, Southwark; by 26th inst., for making the turnpike road from Tinsley to Sheffield, and repairs; by 9th October, for pig lead and white lead, for Navy dockyards; by 25th, for the erection of two third-rate houses at Whitechapel; and by 10th October, for building an infirmary, with laundry wash-house, &c., for the St. Olave Union Workhouse, Southwark.

Railway Jottings.—The contract for the various works in making the Blyth and Tyne Railway, including the large viaduct over the river Blyth, near to Blyth, has been taken by Mr. Richard Cail, of Newcastle.——Third-class carriages are to be attached to the trains leaving London and Edinburgh every Saturday, so that the working classes can go through either way for 30s.——A correspondent of the *Aberdeen Herald* reports the fall of two or more arches of a railway bridge across the Berrie, on the north of Scotland route. The same work, it is stated, had been already "altered from its foundations from Mr. Gibb's plan, by the new engineers." It would appear, however, that the bridge is not of stone.——The engine drivers on the Eastern Counties line have intimated that they will leave the line unless a stop be put to a system of discharging the experienced hands so soon as they reach, in the company's own scale of wages, 7s. 6d. a-day, and substituting young firemen then at 4s. 6d. to 5s. 6d. a-day. The drivers dread that a clean sweep of the whole corps is thus contemplated, in their dismissal so soon as they have successively reached that settled point of increase in their wages treacherously set before them, like the good things before the eyes of the poor donkey, stuck on the point of its own rider's stick, as an inducement to get on.——The net work of railways in France covers an extent of 5,525 kilometres, of which 2,888 are, or soon will be, ready for traffic. The total sum to be expended is 53,535,000 f., of which 59 per cent. has already been expended.

Drainage of Towns.—The expense of putting Worcester into good sanitary condition has been estimated by Mr. Austin at 47,000*l*., including 23,000*l*. for machinery and works for collecting and distributing the city sewage for agricultural purposes, and also 10,000*l*. for the erection of baths and washhouses.——A survey of sewers and drains at Sheffield is in progress, with the view of ascertaining the best mode of securing an uninterrupted efflux of their contents into a capacious general outlet proposed to be opened to the Don at Attercliffe. —— The complete sewerage of Winchester, according to a semi-official announcement, will cost 4,500*l*.——A company has been established at Leeds for the purpose of converting the contents of the sewers, cesspools, &c., into manure.

Window Sashes for Lunatic Asylums, &c.—Mr. Thomas Melling, of the Rainhill Iron-works, near Liverpool, has taken out a patent for a new arrangement of apparatus for window sashes, in lieu of sash weights and pulleys, by which space is open for ventilation, while the possibility of escape through such opening, or persons entering from without, is precluded. A rack is fastened on the inside of each outer rail of the upper sash, and also on the outside of the lower one. A shaft crosses the centre of the window frame between the two sashes, at each end of which is fixed a pinion, which takes into the two pairs of racks, by which arrangement, on raising the lower sash by the action of the racks and pinions, the upper one is lowered to the same extent, and, according to the length of the rack, the spaces for the admission of air may be regulated to any width required.

The Metropolitan Fever-stills.—The Board of Health seem to be now fully awake to the necessity of suppressing these loathsome cancers in the midst of human vitality. They have issued a notification to churchwardens, overseers, and other persons, on the subject, intimating that they are prepared to adopt measures for the prevention of intramural interments, wherever, on the report of an inspector, based on the Nuisances Removal and Diseases Prevention Act, it shall appear that danger to health results, but recommending their voluntary abandonment forthwith. The board is also otherwise vigorously at work in the promotion of sanitary reform. They have just instituted a prosecution against the City Guardians, one and all, for neglecting their orders on various points. The people themselves are astir for the immediate suppression of intramural burial. A meeting of the "Metropolitan Society" for this abolition was held in Blackfriars on the 18th inst., when our suggestion to memorialize the Home Secretary for an Order in Council for their suppression was adopted. The press and its correspondents are also beginning to insist on the same course.

Provincial.—The value of house property in Lincoln has of late, it is said, been seriously on the decline. Some premises worth near 3,000*l*. last year have recently sold for 1,900*l*. This state of things has been attributed to the alleged *artificial* value of such property formerly; a way of putting it which seems to make little difference as regards the fact of the decline.——We hear that in the Thetford Abbey grounds articles of archæological interest are daily turning up. An explanation of them will be given at the joint meeting of the Suffolk and Norfolk Archæological Societies on 27th inst. The base of two columns on the sides of the principal arch, a Roman pavement with tiles coloured and glazed, and a tomb, at present unopened, have been already it seems discovered.——The works for erecting St. George's schools, Sunderland, were let on the 18th inst. The design includes a classical school, girls' school, and three class-rooms, on the ground-floor, and one large general school with simultaneous gallery in the transept, formed over the class-rooms, on the upper floor. The upper school is to have an open timber roof. The style selected is the palazzo Italian, and the whole of the building is to be of stone. Mr. Oliver is the architect.——The operations for the projected improvement of Princes-street Gardens, Edinburgh, are now in progress. Estimates for the terrace, parapets, and stairs are being obtained, and meanwhile the terrace ground is being laid out on the north side and a retaining wall built on the south.

The Somersetshire Archæological Society will hold their first general meeting at the Assembly-rooms, Taunton, on the 26th inst.

Manchester Cathedral.—Mr. Gregan and Mr. Bellhouse have issued a report on the cathedral, showing the miserable and dilapidated state of the stone-work in general. It is to be hoped this will lead to restoration.

Blind Builders.—On the 10th, at the office of Mr. G. Allin, architect, St. Ives, were opened the following tenders for the restoration of the exterior of the parish church of Hilton, Hunts:—

Parker, Thrapston	£311
David	288
Cade, Alconbury	270
Beldom, Fenstanton	266
Smallbones, St Ives	256
Smith and Co., Fenstanton	255
Bunting and Harrison, ditto	231
Harrat and Bland, Huntingdon	150

The following is a list of tenders opened for repewing, &c., the Independent Chapel, St. Ives:—

Parker, Thrapston	£472
Mills, Whittlesea	399
Harrat and Bland, Huntingdon	295

Tenders for labour of masonry and bricklaying for four houses, for Mr. Clark, Sunderland: Mr. Oliver, architect:—

Heron and Keall	£245
Simby	219
Forster	208
Walker (accepted)	126
Parkin	119

Armstrong's Hydro-Electric Engine.—We lately witnessed the wonderful power of this machine at the Polytechnic Institution, Regent-street. As there remarked by the lecturer, the *old* machine used at that institution in exemplification of the great power of electricity, large and astonishing as its results once appeared, is a mere toy in comparison with this potent rival. And yet it is but a small locomotive boiler. It is mounted on six glass pillars, and contains its fire in the interior. Along the upper part of one side is a numerous series of jet pipes, through which the steam rushes, and in which, condensing into water it evolves the electricity. These jets are worked by handles on the opposite side, so as to allow of either the whole power, or a part only, being set on. The long streaks of light which shoot from all parts of the surface when a sparking rod is directed towards the boiler, can no longer, with the least propriety, go under the name of mere *sparks*—they are no mean semblance of the forked lightning of nature itself, and our *respect* for the darlings, which were displayed in darkness, was by no means diminished by the dread shriek of "hell in harness," which ever accompanies them here, as the storm-shriek often does in nature's lightning-play. A powerful battery of the usual order is charged by this machine in a moment almost, suddenly exploding bell wires into smoke. The *Gateshead Observer*, in giving us a recent account of an Armstrong, states that it was constructed at Louis Philippe's order for the Academy of Sciences at Paris, and that the republic having adopted it, Mr. H. Watson, of Highbridge, Newcastle, the manufacturer, is about to send it off to Paris. It will be the most powerful one yet made. We may here record our belief that the ultimate purpose and utility of such machines have not been yet realized, any more than have the limits of their power.

The Excavations at Bury St. Edmund's.—The whole plan of the prior's house is now laid open. The workmen, amongst other relics, have dug out a small cesspool with an oblique shoot from it, thought to have belonged to a piscina drain. Part of a passage paved with encaustic tiles has also been exposed, and several curious specimens of painted glass, one with a layer of shining substance between two flakes of glass, have been found, as also skeletons, coins, &c. The Archæological Committee speak of opening the entire ruins of the abbey, if possible.

Manchester Art-Union.—Following the example set by the London Art-Union, the committee of this association have this year determined to distribute, in addition to pictures, a quantity of statuettes in Parian and Carrara porcelain, including some impressions of a statuette of Sabrina, from the marble statue by Marshall.

Position of New Cemeteries.—As there is now a probability that some step will be taken to provide against future intramural burials by the establishment of cemeteries in the country surrounding this great metropolis, and other large cities and towns, I would suggest, that no Company should be allowed by the Legislature to establish a cemetery without purchasing sufficient land around it, to be for ever kept free from any habitable building, save and except the tenement necessary for the person who might be required to superintend the cultivation of such land, or to look after the plantation if it be so laid out. I am the more led to this opinion and suggestion from an advertisement which I saw in the *Times*, offering to the notice of such companies a desirable plot of ground at Lower Norwood, near Crown-hill, and stating as a desideratum that such plot was pleasantly bounded by some gentleman's pleasure-grounds,—a very great inducement, I should think, for the said gentleman to purchase the said plot by way of keeping his pleasure-grounds from contiguity with a burial-ground.

J. Y.

P.S. A medical friend of mine, to whom I mentioned this subject, remarked, that Government might convert the Isle of Dogs into a public cemetery, and I have to observe, that there is an excellent and silent highway to it,—the Thames,—and wharves on both its banks, from which a steamer appropriated for that purpose might convey the corpse and mourners at a very moderate expense.

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